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COUNTY OF HARRIS:

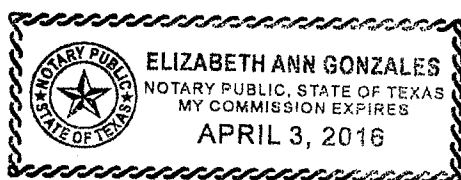
Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Edward Shea

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 15th Day of November A.D. 2012



Elizabeth Ann Gonzales

Notary Public in and for the State of Texas

South Cavalcade Street Superfund Site

PUBLIC NOTICE

U.S. EPA Region 6 Completes Third Five-Year Review of Site Remedy



The U.S. Environmental Protection Agency Region 6 (EPA) has completed the third Five-Year Review of the remedy for the South Cavalcade Street Superfund Site in the City of Houston, Harris County, Texas. The review evaluated the implementation and performance of the remedy in terms of its ability to protect public health and the environment.

The South Cavalcade Street Superfund Site occupies approximately 66 acres of land located approximately three miles north of downtown Houston, Texas, and about one mile southwest of the intersection of Interstate Loop 610 and U.S. Highway 59. The Site is bounded by Cavalcade Street to the north, Collingsworth Street to the south, and the Missouri and Pacific Railroads to the east and west. The Site is the former location of a wood treating plant that operated from 1910 until 1962 and a coal tar distillation plant that operated from about 1944 to 1962. These operations resulted in the site soils and groundwater being contaminated with polynuclear aromatic hydrocarbons (PAHs), benzene, toluene, ethylbenzene and xylene (BTEX), and metals in both media.

The 1988 Record of Decision (ROD) selected remedy required the extraction and treatment of contaminated groundwater, including the recovery and treatment of a Dense Non-Aqueous Phase Liquid (DNAPL). For soil remediation, the ROD originally specified treatment to attain a risk-based goal of 700 parts per million for potentially carcinogenic PAHs. After a pilot study indicated that the remedial goals could not be achieved via the selected remedy, the EPA Regional Administrator signed an Amended ROD in 1997 to allow for a remedy to seal and contain soils under a six-inch reinforced concrete cap.

FIVE-YEAR REVIEW RESULTS

The results of the third five-year review indicate that the remedy for the overall South Cavalcade Site is currently protective of human health and the environment. The concrete cap eliminates any potential for direct contact with impacted soil. Current information shows that shallow and intermediate groundwater is not currently being used downgradient in the vicinity of the site and deeper groundwater has not been impacted by site-related constituents. The review identified ten issues and recommended follow-up actions to ensure the continued protectiveness of the remedy.

The fourth five-year review is scheduled to be completed in September 2017. Results of the third five-year review are available to the public at the following information repository:

Houston Central Library
Reference Area
500 McKinney Street
Houston, Texas 77002

Questions concerning the South Cavalcade Street Superfund Site should be directed to Raji Josiam at (214) 665-8529 or 1-800-533-3508 (toll free), or by email at Josiam.Raji@epamail.epa.gov. The third five-year review for the Site can be found on the internet at http://www.epa.gov/region6/6sf/6sf-5_year_reviews.htm. Additional information on the Site can found on the internet at <http://www.epa.gov/region6/6sf/pdffiles/south-cavalcade-tx.pdf>.

Legal Notices

To place legal notices
email legals@chron.com or call 713.224.6868.

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NOTICE OF RECEIPT OF APPLICATION AND INTENT TO OBTAIN WATER QUALITY PERMIT RENEWAL

PERMIT NO. WQ0000509000

APPLICATION. Greensport/Ship Channel Partners, L.P., 1755 Federal Road, Houston, Texas 77015, which operates a warehouse and marine cargo loading facility, has applied to the Texas Commission on Environmental Quality (TCEQ) to renew Texas Pollutant Discharge Elimination System (TPDES) Permit No. WQ0000509000 (EPA I.D. No. TX0008524) to authorize the discharge of treated wastewater at a volume not to exceed a daily average flow of 360,000 gallons per day via Outfall 003 and an intermittent, flow variable discharge of stormwater via Outfall 009. The facility is located at 13609 Industrial Road, Houston, in Harris County, Texas 77015. The discharge route is from the plant site to the Houston Ship Channel/Buffalo Bayou Tidal. TCEQ received this application on August 31, 2012. The permit application is available for viewing and copying at the Harris County Public Library, Galena Park Branch Library, 1500 Keene Street, Galena Park, in Harris County, Texas. This link to an electronic map of the site or facility's general location is provided as a public courtesy and not part of the application or notice. For exact location, refer to application.

<http://www.tceq.texas.gov/assets/public/hs610/index.html?lat=29.754669&lng=-95.18737&zoom=13&type=r>

ADDITIONAL NOTICE. TCEQ's Executive Director has determined the application is administratively complete and will conduct a technical review of the application. After technical review of the application is complete, the Executive Director may prepare a draft permit and will issue a preliminary decision on the application. **Notice of the Application and Preliminary Decision will be published and mailed to those who are on the county-wide mailing list and to those who are on the mailing list for this application. That notice will contain the deadline for submitting public comments.**

PUBLIC COMMENT/PUBLIC MEETING. You may submit public comments or request a public meeting on this application. The purpose of a public meeting is to provide the opportunity

CAUSE NUMBER:

2012-37146

IN THE 61st JUDICIAL DISTRICT COURT OF HARRIS COUNTY, TEXAS

Plaintiff: US BANK NATIONAL ASSOCIATION, AS TRUSTEE UNDER THE TRUST AGREEMENT FOR THE STRUCTURED ASSET INVESTMENT LOAN TRUST, MORTGAGE PASS-THROUGH CERTIFICATES SERIES 2005-10

vs.

Defendant: JUAN J. GARZON CITATION BY PUBLICATION

THE STATE OF TEXAS County of Harris

To: Unknown Heirs At Law of Bertha Garzona nd The Unknown Devisees of Bertha Garzon

YOU ARE HEREBY COMMANDED to be and appear before the 61st Judicial District Court of Harris County, Texas in the Courthouse in the city of Houston, Texas at or before 10:00 o'clock A.M., Monday, the 3rd day of DECEMBER, 2012, being the Monday next after the expiration date of forty-two days after this citation is issued, and you are hereby commanded and required then and there to appear and file written answer to the Original Petition, filed in said Court on the 27th day of JUNE 2012, in a suit numbered 2012-37146 docket of said court, wherein, **US BANK NATIONAL ASSOCIATION,**

BUSINESS

AUTOMAKERS

Feds: M

ASSOCIATED PRESS

WASHINGTON — The government should require automakers to make the latest collision prevention technologies standard equipment on all new cars and trucks, a move that could reduce fatal highway accidents by more than half, federal accident investigators said Wednesday.

The technologies include lane departure warning, forward collision warning, adaptive cruise control, automatic braking and electronic stability control. They are available on many cars and trucks already, although some are limited primarily to higher-end models. The National Transportation Safety Board said they should be required on all vehicles, despite industry concern that doing so could add thousands of dollars to the cost of a new car.

"We don't want safety to be only for the people who can afford it," said the board's chairman, Deborah Hersman, adding that the cost per

HYBRIDS

Toyota 1 670,000

NEW YORK TIMES

Toyota is recalling 670,000 of its 2004-09 Prius hybrids in the United States to fix problems involving the loss of steering and the hybrid power train shutting down, the